

# The China Mail.

Established February, 1843.

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五一月六十八年

HONGKONG, FRIDAY, JUNE 11, 1886.

日初月五年戊

PRICE, \$2 PER MONTH.

## AGENTS FOR THE CHINA MAIL.

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## BANKS.

HONGKONG & SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL.....\$7,500,000  
RESERVE FUND.....\$4,500,000  
RESERVE FOR EQUIVALENCE.....\$ 500,000  
DIVIDENDS.....\$ 500,000  
RESERVE LIABILITY OF PRO-  
PRIETORS.....\$7,500,000

COURT OF DIRECTORS.  
Chairman: — A. MOYER, Esq.  
Deputy Chairman: — M. GROTE, Esq.

J. BELLISTING, Esq., H. HOFFMANN, Esq., C. D. BOTTOMLEY, Esq., E. H. M. HUNTING, W. H. F. DABY, Esq., T. H. M. COX, H. L. DAWES, Esq., H. A. P. MOYER, Esq., H. F. D. SABOON, Esq.

CHIEF MANAGER: — THOMAS JACKSON, Esq., Acting Chief Manager: — JOHN WALTER, Esq., Manager: — EWEN CAMERON, Esq., LONDON BANKERS: — London and County Bank.

HONGKONG.

INTEREST ALLOWED.

ON Current Deposit Account at the rate of 2 per cent. per annum on the daily balance.

ON Fixed Deposits: —

For 3 months, 3 per cent. per annum.

" 6 " 4 per cent. "

" 12 " 6 per cent. "

LOCAL BILLS DISCOUNTED.

Credits granted on approved Securities, and every description of Banking and Exchange business transacted.

Branches in London, and the chief Commercial places in Europe, India, Australia, America, China and Japan.

JOHN WALTER, Acting Chief Manager.

Hongkong, June 11, 1886. 947

N. O. T. I. C. E.

RULES OF THE HONGKONG SAVINGS BANK.

1.—The business of the above Bank will be conducted by the Hongkong and Shanghai Banking Corporation, on their premises in Hongkong. Business hours on week-days, 10 to 3: Saturday, 10 to 1.

2.—Suma less than \$1, or more than \$250 at one time will not be received. No depositor may deposit more than \$2,500 in any one year.

3.—Depositors in the Savings Bank having \$100 or more at their credit may at their option transfer the same to the Hongkong and Shanghai Banking Corporation on fixed deposit for 12 months at 5 per cent. per annum interest.

4.—Interest at the rate of 8 per cent. per annum will be allowed to depositors on their daily balance.

5.—Each Depositor will be supplied gratis with a Pass-Book which must be presented with each payment or withdrawal. Depositors must not make any entries themselves in their Pass-Books but should send them to be written up at least twice a year, at the beginning of January and beginning of July.

6.—Correspondence as to the business of the Bank is marked "On Hongkong Savings Bank Business is forwarded free by the various British Post Offices in Hongkong and China.

7.—Withdrawals may be made on demand, but the personal attendance of the depositor or his duly appointed agent, and the production of his Pass-Book are necessary.

For the HONGKONG & SHANGHAI BANKING CORPORATION, JOHN WALTER, Acting Chief Manager.

Hongkong, June 7, 1886. 754

THE NEW ORIENTAL BANK CORPORATION, LIMITED.

APPROVED CAPITAL.....\$2,000,000  
PAID-UP.....\$ 500,000

REGISTERED OFFICE, 40, Threadneedle Street, London.

BRANCHES: In India, China, Japan and the Colonies.

THE Bank receives Money on Deposit,

buys and sells Bills of Exchange,

Issues Letters of Credit; forwards Bills for Collection, and transacts Banking and Agency Business generally on terms to be had on application.

Interest allowed on Deposits: —

Fixed for 12 months, 5 per cent. per annum.

" 3 " 3 "

On Current Deposit Accounts 2 per cent. per annum on the daily balance.

APPROVED CLAIMS on the Oriental BANK CORPORATION, in Liquidation, of the Balances of such Claims purchased on advantageous terms.

THE NATIONAL LIFE INSURANCE SOCIETY.

H. A. HERBERT, Manager, Hongkong.

Hongkong, May 31, 1886. 1008

## Intimations.

### CONSULAR NOTIFICATION.

S HIPPERS to the Ports of Peru and CAPTAINS are hereby informed that by a Decree, dated 23rd May, 1886, the Regulations of April 1877, as to CONSULAR INVOICES and MANIFESTS, have been RE- sumed.

This Notification takes effect fifteen days from date.

J. GRANT SMITH,  
Consul for Peru.  
Hongkong, June 8, 1886. 1121

### LOST OR STOLEN.

T HE MANILA LOTTERY TICKET No. 22,789 for June 1886: All Persons are hereby CAUTIONED to have NOTHING TO DO with said TICKET without first communicating with the Under-signed.

The MANILA AUTHORITIES have been advised to the same effect by Telegraph.

JOAO ALONCO,  
Clerk of the Gas Company,  
Hongkong, June 9, 1886. 1137

### NOTICE.

O N and after 1st JULY NEXT, the COST OF STAMPS on all DRAFTS issued by the Undersigned BANKS will have to be paid for, by the Purchaser.

For the Chartered Mercantile Bank of India, London and China.

JOHN THURBURN,  
Manager, Hongkong.

For the Chartered Bank of India, Australia and China.

T. H. WHITHEAD,  
Manager, Hongkong.

For the Hongkong and Shanghai Banking Corporation.

JOHN WALTER,  
Acting Chief Manager.

For the Comptoir d'Escompte de Paris.

C. INCHBALD,  
Agent.

For the New Oriental Bank Corporation, Limited.

H. A. HERBERT,  
Manager, Hongkong.

Hongkong, June 9, 1886. 1136

### BANK HOLIDAY.

I N Accordance with Ordinance No. 6 of 1875, the Undersigned BANKS will be CLOSED for the transaction of Public Business, on MONDAY NEXT, the 14th Instant.

For the Chartered Mercantile Bank of India, London and China.

JOHN THURBURN,  
Manager, Hongkong.

For the Chartered Bank of India, Australia and China.

T. H. WHITHEAD,  
Manager, Hongkong.

For the Hongkong and Shanghai Banking Corporation.

JOHN WALTER,  
Acting Chief Manager.

For the Comptoir d'Escompte de Paris.

C. INCHBALD,  
Agent.

For the New Oriental Bank Corporation, Limited.

H. A. HERBERT,  
Manager, Hongkong.

Hongkong, June 9, 1886. 1131

### FIFTH AND FINAL DRAWING.

THE CHINA SUGAR REFINING COMPANY, LIMITED.

Hongkong, September 16, 1885. 1512

### HAVE RECEIVED EX GLENCOE.

L ONG CLOTH SHIRTS.

India Gauze SINGLETS.

Balbriggan HOSE.

Summer 1/2 HOSE.

Cholera BELTS.

Gentlemen's UMBRELLAS.

Waterproof COATS.

Hongkong, May 25, 1886. 1022

## Business Notices.

### NOTICE.

THE CUMSHAW TEA.

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## For Sale.

**MacEWEN, FRICKEL & Co.**  
VICTORIA EXCHANGE,  
QUEEN'S ROAD CENTRAL.

HAVE FOR SALE  
THE FOLLOWING  
**STORES.**

YORK HAMS.  
ROLL BUTTER.  
TOPSCHE BUTTER.  
FRENCH BUTTER.  
EPP'S COCOA.

VAN HOUTEN'S COCOA.

PICNIC TONGUES.

MACKEREL, in 5lb Tins.

RAISINS AND CURRANTS.

CRYSTALLIZED FRUITS.

SAVORY &amp; MOORE'S New Infant FOOD.

BARNES &amp; Co.'s JAMS.

POTTED MEATS.

PATE DE FOIS GRAS.

SWISS MILK.

**BORDEN'S**  
CONDENSED MILK.  
COOKING STOVES.

KEROSENE LAMPS.

WINES, &amp;c.

GILSEY'S Sparkling SAUMUR, Pts. & Qua.  
SACOCHE'S MANZANILLA.

SACOCHE'S Old Invalid PORT.

Old Bourbon WHISKY.

Burke's Old Irish WHISKY.

Royal Glendee WHISKY.

MARSALA.

&amp;c., &amp;c., &amp;c.

THE USUAL ASSORTMENT  
of  
**OILMAN'S STORES,**  
at the  
Lowest Possible Prices  
FOR CASH.

**MacEWEN, FRICKEL & Co.**  
Hongkong, February 10, 1886. 280

**Notices to Consignees.**  
FROM HAMBURG, PENANG AND  
SINGAPORE

THE S.S. *Iphigenia*, Captain F. AIRMES, having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods are being landed and stored at their risk into the Godowns of the Undersigned, whence and/or from the Wharves or Boats delivery may be obtained. Optional Cargo will be forwarded unless notice to the contrary be given before Noon To-DAY, the 7th instant.

Cargo remaining undelivered after the 18th instant will be subject to rent. No Claims will be admitted after the Goods have left our Godowns. No Fire Insurance has been effected. Bills of Lading will be countersigned by

SIEMSEN &amp; Co., Agents.

Hongkong, June 7, 1886. 1112

BEN LINE OF STEAMERS.

NOTICE TO CONSIGNNEES.

FROM ANTWERP, LONDON AND  
SINGAPORE.

THE Steamship *Belder*, Capt. J. Ross, having arrived from the above Ports, Consignees of Cargo are hereby requested to SEND IN THEIR BILLS OF LADING FOR COUNTERSIGNATURE by the Undersigned, and to TAKE IMMEDIATE DELIVERY of their Goods from alongside. Consignees of NAILBOD IRON are particularly requested to TAKE DELIVERY from Steamer IN THEIR OWN BOATS, failing which the Captain will not be responsible for any mixing of different lots that may arise from otherwise discharging same.

The Steamer is berthed at the KOW-LOON PIERS, and any Cargo impeding her discharge will be landed into Godowns there and stored at Consignees' risk and expense.

Optional Cargo will be forwarded on, unless notice to the contrary be given before Noon To-morrow, the 9th instant.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining after the 15th instant will be subject to rent. All Claims must reach us before 4 p.m. of the 18th instant, or they will not be recognized.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by

GIBB, LIVINGSTON &amp; Co., Agents.

Hongkong, June 8, 1886. 1123

**COMPAGNIE DES MESSAGERIES  
MARITIMES.**

NOTICE TO CONSIGNNEES.

CONSIGNNEES of the following Cargo are requested to send in their Bills of Lading to the Undersigned for countersignature, and to take immediate delivery. This Cargo has been landed and stored at their risk and expense.

No Fire Insurance has been effected.

Ex Acc.

AEF (in par.), 5112/5113—2 cases Soap, consigned to Order, from London.

G. de CHAMPEAUX, Agent.

Hongkong, June 6, 1886. 1100

## Notices to Consignees.

**STEAMSHIP OXUS.**  
COMPAGNIE DES MESSAGERIES  
MARITIMES.

NOTICE TO CONSIGNNEES.

CONSIGNNEES of Cargo from London, Antwerp, Havre, and Bordeaux, ex Steamship *Indus*, *Oynd* and *Bylandt des Vosges*, in connection with the above Steamer, are hereby informed that their Goods—with the exception of Opium, Treasure and Valuables—are being landed and stored at their risk at the Company's Godowns, whence delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on, unless intimation is received from the Consignees before 11 a.m. To-DAY (Wednesday), requesting it to be landed here.

Bills of Lading will be countersigned by the Undersigned.

Goods remaining unclaimed after Wednesday, the 16th June, at Noon, will be subject to rent, and landing charges at 1 cent per package per diem.

All Claims must be sent in to me on or before SATURDAY, the 19th June, or they will not be recognized.

No Fire Insurance has been effected.

G. de CHAMPEAUX, Agent.

Hongkong, June 9, 1886. 1127

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to them, resembling in this latter respect, but on a smaller scale, the English Colonial Exhibition open at present in London. An arrangement is to be made whereby the various types of men-of-war, vessels of commerce, yachts, pleasure canoes, fishing boats, life boats and floating engines may be under inspection from 15 days to two months, at a low rate for space occupied, and with the right of competing before the jury attached to the permanent exhibits. Awards in silver, and objects of art are to be given. The exhibition is of a unique and novel character and will likely draw to Havre, ideas all patriotic French, numbers from every nation interested in maritime affairs and maritime products.

Only one British Parliament since the union of Ireland with England in 1801 has had a shorter existence than the one which is about to be dissolved. The present Parliament assembled first on the 12th January, so that if the dissolution be announced within the next few days, it will probably be dissolved, it will only have lasted five months; and in that brief space, a Conservative Government has been defeated and compelled to resign and a Liberal Government has also been defeated, and will, in all probability, be also compelled to resign shortly. Of course during these five months, the question of Home Rule has almost entirely monopolised the attention of the House, greatly to the detriment of other important matters. Mr Gladstone's bill has led to the disruption of the Liberal party, and to his own defeat. He will now appeal to the country on the same question, and we are afraid the verdict of the people will be against him just as the verdict was against him in the House of Commons. This will again give the reins of Government to the Conservatives, who are assured of the support of the Harrington and Chamberlain elements on the question of home rule, that is, for the rejection of home rule. Whether this will improve the condition of Ireland, or facilitate the work of the House of Commons is very doubtful. It is thought very unlikely that Gladstone will obtain a majority. In any case, the election battle will be if not close, and Great Britain and Ireland is likely to suffer from greater political agitation than they have done for many years past.

Mr Robert Hart, Inspector General of Customs, left Shanghai on Saturday, the 16th inst., in the *Ling Feng* on a visit to the southern ports and Hongkong.

So anxious are the Samoan Islanders to be recognised as British Colonists that they sent a number of exhibits to the Colonial and Indian Exhibition. The Commissioners were actually so hard-hearted, however, as to refuse the exhibits admittance.

We are requested to state that Dixie Service will, by kind permission of Captain Grierson, be conducted on board the British barque *Elizabeth Nicholson* by the Rev. A. G. Goldsmith at 11 o'clock on Sunday forenoon. The Bethel Hall will be hoisted on board.

It is believed that great annoyance has been felt in France at the steps taken by the Chinese Government towards establishing a Chinese legation in Rome and inducing the Holy See to send a Nunzio to Pekin so as to do away effectively with the French protectorate over the Catholic missions. The French Government is said to be using all means in their power to stay the action of the Pope in this matter, and several Cardinals are bestirring themselves in the same direction. Naturally one of the strongest upholders of the French claims is Cardinal Lavigerie. The Holy See is said to have assured France that even in the event of acceding to the wishes of China, nothing at all would be done to interfere with the protectorate of French influence in the East. The Government of the Republic is however dissatisfied with these understandings, all the more so as several of the Powers are urging the Chinese claims with some persistency. Rome meanwhile proceeds slowly and surely, as usual. The officials of the Secretariat of State are busy with the study of the various decisions, and it will be some time before their report to the Commission of Cardinals will be ready. It is still stated that Mr Dunn, who in some mysterious sort of way is believed to represent the Chinese Government, is having very long interviews with various highly-placed personages in the Vatican especially Cardinals Jacobini. Everybody, of course, can see that the question affects far-reaching international, as well as religious and political interests.—*Telegraph*.

The *Straits Times*—It is interesting to study the Singapore rainfall tables, and to observe how every few years, varying apparently from 8 to 10, we have a very large annual fall of rain, and a smaller fall though still above the average, every five years. Such seems to be the result more or less generally, if we look at the records from the outset till now. It is hard to say what has been the effect of the reckless felling of forest for years, now happily no longer unchecked; on the rainfall, but taking into account the position of Sung Po inland towards the two monsoons and the few high hills, subject to the rain-bearing clouds, there is no reason for assigning a very great influence to it. There is however little doubt that forest desiccation does induce rainfall materially. Of this many proofs may be adduced but in further confirmation, attention may be drawn to an article in an American paper called the *Southern Courier* upon the forest destruction going on recently in that country, the drift of which is that if the progress of tree destruction in the Western Alleghenies should continue at the present rate, the yearly inundations of the Ohio valley will soon assume an appalling aspect and, ere long, the scenes of the river suburbs of Louisville and Cincinnati will repeat themselves at Nashville and Chattanooga, while the summers will become hotter and drier. In the Gulf States the work of desiccation has made alarming advances. Brooks and streams shrink from year to year, and warm sunsets expose the gravel of river beds which fifty years ago could hardly be touched by the keels of heavy laden vessels. East America is drying up. Even in the Paradise of the Blue Grass Region, the falling of springs has driven many stock raisers with their herds to the mountains. In Peking during the first five months of 1885 the fall was unusually small, but was compensated by heavy falls during the last seven months consecutively. The records of rainfall at Singapore show

conclusively that as the jungle has been cleared away from the neighbourhood of the town, rain is not so frequent or copious as when it used to be said of Singapore that it rained every day.

#### DISINFECTION BY HEAT.

Disinfection by heat has recently been made the subject of a series of interesting, valuable and practical experiments by Dr Parsons, one of the Medical Inspectors of the Local Government Board, (Whitechapel), who has contributed the results of his investigations into this important subject as a supplement to the recently-issued Report of the Board. These results are of universal value, and should be carefully studied not only by Governments but by every private individual, more especially in places which are liable to infectious visitations. From a summary of the paper issued in No. 1 of Vol. xxxvi of *The Practitioner*, we gather that Dr Parsons, who was assisted by Dr Klein, had been induced to make the experiments by the modern discovery that certain communicable diseases are connected with microbes in the blood, and his object was to ascertain, if possible, under what circumstances micro-organisms are destroyed, with the view of learning the conditions necessary for effectual disinfection. In this, Drs Parsons and Klein succeeded beyond expectation. Selecting as the true test of disinfection the most stable known infectious matter—the virus of swine plague, of tubercle and of anthrax—strips of flannel were steeped in the respective infective fluids, dried in the air, wrapped separately and loosely in a single layer of thin blinding paper, and suspended in a thermometer, so placed that its bulb was close to the packets of infected material. By dry heat it is held that with the articles which can be thoroughly penetrated, the substance may be regarded as sufficient to destroy infection. Exposure to steam or by boiling is even more effective, the experiments showing that after exposure for periods varying from five minutes to an hour by steam at 212° Fahr., the contagia lost their power for mischief. The tides of propagation by heat appear to have been studied at great length, and instructive comparisons made between various machines invented for disinfecting purposes. Experiments explain how extremely difficult it is to secure penetration of a sufficient dry heat into the interior of such articles as pillows, and the experimentalists add that there can be no doubt that to procure penetration by heat of badly-conducting material, high-pressure steam is the agent *par excellence*. Unfortunately under both systems of heat-disinfection the articles are liable to injury, such as scorching, overdrying, firing of stains, melting of fusible substances, alteration in colour or gloss, shrivelling and felting together of woolen materials. As regards most articles, however, there are machines by which these drawbacks can be avoided. Steam is best adapted for the purification of bedding, bales of rags, large bundles of clothing and other objects difficult of penetration. Leather it instantly destroys. The rest of the article deals with the different forms of apparatus adapted for heat disinfection. To those whose means will not allow of them purchasing these machines, it may be useful to know that for articles that will stand it, washing in boiling water (with due precautions against reinfection) may be introduced and adapted to Chinese uses if the field were to be scientifically examined by interested parties.

EDINBURGH TEAON'—with the emphatic pause in the fashion set by Patti. Mr Luckstone's piano-playing is a treat in itself, and is deserving of more appreciative notice than we have space to give it.

#### MR DETHING ON THE TRADE OF TIENSIN.

Mr Dething in his annual report of the trade of Tientsin for 1885, says:—Considering the physical obstacles to commerce in the north of China, and the comparative sparseness of the population in rural districts, the much of the arable area of this province is left barren for want of irrigating canals; that the roads are impassable during one-third of the year, and the navigation closed during another third; and the internal water carriage is all but ineffective; while all these disadvantages, it is perhaps surprising that Tientsin should be able to distribute 26 millions of taels' worth of merchandise in her short working season.

On the other hand, looking at the poverty and stagnated character of the list of Imports and Exports which, with little variation, has served for 20 or 30 years, it is impossible to avoid the reflection that the field is not worked so thoroughly as it might be by Western manufacturers and men of enterprise. This idea receives support from such phenomena as are mentioned upon, the sudden demand for an article like Cotton Yarn, which has been a staple in the south of China for at least 50 years, and the import of scorpion feathers. Whether merchants have exhaustively satisfied themselves respecting the reasons for these movements may be doubtful, as they have not the time, and their interest in the growth of trade is too slight for them to trouble themselves in the matter. Indeed, the trade in Foreign goods in Tientsin is now almost wholly in the hands of Chinese, who draw their supplies from the great emporium of Shanghai. But as neither the Chinese consumer nor the trader possessed any initiative power, no development of commerce is likely to grow out of any effort of theirs. It is the manufacturers of Europe and America who are chiefly interested in the extension of the trade, and it might be to their advantage as a body to take some trouble to examine patiently the actual conditions of life among the Chinese, in order to deduce therefrom some fresh ideas in the way of supplying wants, based on something better than blind guessing. The extraordinary development of the trade in Kerosene Oil shows that the Chinese generally welcome useful novelties, and it is possible that other articles, though not important enough to force their way, might be introduced and adapted to Chinese uses if the field were to be scientifically examined by interested parties.

#### THE VOYAGE OUT TO CHINA.

The *Hampshire Telegraph* and *Sussex Chronicle* has the following:—

I am glad the *Glencoe* was chosen for our return trip to China. We could not have found a tighter ship, and I don't think there are many skippers who can excel Captain D— in seamanship or in those general qualities which have so much to do with the comfort and happiness of those whose lot it is to travel by sea. You will remember we said good-bye to the good old town of Portsmouth on the morning of October 10th. We embarked on the 12th, and our ship left the river on the 13th, and at mid-day, November 24th, we steamed into Hongkong harbour, having done the whole journey, including stops, in forty-two days. I call that good travelling. We kept ahead of everything the whole way.

When I first went to China in 1874 I travelled in a new steamer of the Glen Line, commanded by good old Captain K—, who in former days was so well known as the captain of one of the fastest steamers, bales of rags, large bundles of clothing and other objects difficult of penetration. Leather it instantly destroys. The rest of the article deals with the different forms of apparatus adapted for heat disinfection. To those whose means will not allow of them purchasing these machines, it may be useful to know that for articles that will stand it, washing in boiling water (with due precautions against reinfection) may be relied on as an efficient means of disinfection.

#### M. REMENYI.

The Englishman of the 9th January says:—In certain respects M. Remenyi's second concert was more wonderful than the first, and it was even better attended. The programme was arranged on a different plan, the first part being classical and the second popular—popular, however, in the highest sense of the term. Mendelssohn and Chopin were set off against a Scotch Fantasy and the well-known "Carnival of Venice"—masterpieces of the school against the fine flowers that have sprung into existence almost without the aid of art. It is hardly too much to say that Remenyi brought to light now beauties in Mendelssohn, who was never certainly treated with greater fidelity or candor of interpretation. Musical students will remember that the great composer was told by the critics that in his orchestration he was too sparing in the use of the brass. His answer was a notable one:—“I am firmly convinced that if the idea of the thing wants power, all the troubous in the world are not able to supply it, but only serve to make the weakness of the idea more conspicuous.” It is not, perhaps, strictly correct to say that the selection the other night was altogether without the aid of the “brass,” for Remenyi, single-handed, can give singular effect to the full phrasing of an Orchestra, but in the solo violins the art of the violin solo is the best. The charm of the music was brought into the clearest prominence, and it seemed to gain in beauty, in grandeur, and in delicacy of manipulation. Chopin, again, is admirably suited to the violin, his dreamy, sequacious passages taking life and colour under the bow and his fertility of invention growing in inimitable wonder. The Nocturne was really a fountain of melody; but, paradoxical as it seems, melody was Chopin's very weakness. But for his endless melodic flow, he might have been a great dramatic composer; but he constantly subordinates his subject to the music. The charm of Chopin, however, is all-sufficing for the time, and the audience were fairly carried away by the voluptuous strains of the violin. In the Scotch Fantasy, it would be difficult to say which produced the more profound impression on the audience, the weird, tragic sadness of “Auld Robin Gray” or the rugged grandeur of “The Campbell’sair.” The air of Lady Macbeth’s song is very old and has a long life history and strain of terrible sadness will form part of the heart-language of humanity to the end of time. The Highland march is one of the most stirring themes in the rich repertory of Scotland, and Remenyi simply revelled in its grandeur. The yearning impulse and vivid suggestions of rescue and terror. Of very different type is the “Carnival of Venice,” although again we come upon one of the world’s masterpieces which has been traced back from period to period until one can imagine it a popular tune in the streets of Babylon. The humour of the “Carnival of Venice,” although again we come upon one of the world’s masterpieces which has been traced back from period to period until one can imagine it a popular tune in the streets of Babylon. The humour of the “Carnival” was admirably expressed, and the audience were greatly delighted, partly with the humour, and partly with Remenyi’s execution. The loud applause followed was renewed again and again and at last Remenyi played the Marseillaise, and with marvellous effect. No attempt has been made to convey an idea of the enthusiasm of the audience, but bouquets and accolades are hardly worth mentioning. In the record of the evening, however, it was said, it was compensated by heavy falls during such a reception. Miss Downing also shared in the enthusiasm of the evening, and in response to an encore sang “Within a Mile

of Edinburgh Town”—with the emphatic pause in the fashion set by Patti. Mr Luckstone’s piano-playing is a treat in itself, and is deserving of more appreciative notice than we have space to give it.

#### MR DETHING ON THE TRADE OF TIENSIN.

With a real live jockey on its back, it was awing on the top yard, then in the midst of a blaze of light it was dropped into the sea, the jockey remaining aloft. It was a comic sight.

I mustn’t forget the *Jumna*. We kept company with this troopship in the Gau, and our officers and passengers were cordially invited on board. Under a bright moonlight in the Canal (it is always moonlight when I pass through the Canal) a merry party came off from the *Jumna* to visit us, but, alas, all of us but one lady had taken to the boats and landed on the sands for a walk. But we all thought kindly of the *Jumna*, and we send over our cordial greetings to her gallant commander and his crew.

We took a considerable number of Chinese passengers on board at Penang and Singapore, and I made it my business to see what I could of their condition. Some

of them were in the huts, called commonly pinion. They are scattered here and there, and the rats afford much trouble to the *Jumna*.

The rats are never large, but every one has the look of being very old. They are rags, and battered, and torn by the storms of ages. But the point concerning them is to know how many there are: there are no young rats among them. The rats fall and never grow.

The Chinese steamer carry a great number of coolies to and from the China ports and the Straits, and the fact of

lack of masts and yards is a great hindrance to the *Jumna*. The masts take root as soon as they are cut, and the Chinese

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stored, free of rent, for seven days previous  
to the departure of the Steamer by which  
it is to be shipped. Receipt will be  
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Hongkong, July 1885. 1239

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Hongkong, January 4, 1887. 100

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Hongkong, January 1, 1882. 14

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Hongkong, November 6, 1883. 885

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Hongkong, May 10, 1881. 934

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and Freight for Japan, the United States,  
and Europe.

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Ports, to San Francisco, to Atlantic and  
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land Railways, to Havana, Toronto, and  
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have paid full fare, re-embarking at San  
Francisco for China or Japan (or vice versa)  
within six months, will be allowed a discount  
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Return Fare.

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For further information as to Passage  
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Company, No. 504, Queen's Road Central.

C. D. HARMAN,  
Agent.

Hongkong, June 7, 1886. 1031

## Merchant Vessels in Hongkong Harbour.

Exclusively of late Arrivals and Departures reported to-day.

To facilitate finding the position of any vessel in the Harbour, the Anchorage is divided into eleven Sections, commencing at Green Island. Vessels near the Hongkong shore are marked *a*, near the Kowloon shore *b*, and in the body of the Harbour *c*, in conjunction with the figures denoting the sections.

Section. 1. From Green Island to the Gas Works.  
2. From Gas Works to Jardine's Wharf.  
3. From Jardine's Wharf to the Harbour Master's Office.  
4. From Harbour Master's to the P. & O. Co.'s Office.  
5. From P. & O. Co.'s Office to Podder's Wharf.  
6. From Podder's Wharf to the Naval Yard.

Section. 7. From Naval Yard to Blue Buildings  
8. From Blue Buildings to East Point.  
9. From East Point to Kowloon.  
10. From Kowloon to North Point.  
11. From North Point to Jardine's Wharf.

SHIPPING IN CHINA, JAPAN,  
PHILIPPINES, AND SIAN  
WATERS.

Yacht's Name. Flag & Rig. Description.  
Antonio Brit. steamer  
Dionisio Brit. steamer  
Dionisio Gil. steamer  
Kutang Brit. steamer  
Munro Brit. steamer  
Strathaven Brit. steamer  
Tantallon Brit. steamer  
Yengtsa Brit. steamer  
AMOK. In port on June 4, 1886.  
MERCHANT STEAMER.  
Lorne British  
Toon-man Chinese  
Yehuan Chinese

MERCHANT SAILING VESSEL.  
Charley Brit. bqr.  
Hammonia Ger. bqr.  
Loong Wha Br. steamer  
Norway Nor. bqr.  
Sibirian Ger. bqr.  
SooLo Brit. bqr.  
Thores Brit. bqr.

ROOCHOW. In port on May 23